

Syracuse Road

1000 West to 2000 West, Syracuse

UDOT Project No. STP-0108(8)4

Public Hearing

February 8, 2006

5:00 PM to 7:00 PM

Purpose of Meeting

- Hold Public Hearing per NEPA requirement
- Discuss Purpose and Need
- Discuss Alternatives Considered
- Discuss Impacts of Alternatives
- Discuss Right-of-Way Acquisition Process and Relocation Assistance Program
- Discuss Schedule/Process for Remainder of Project
- Provide Opportunity for Public to Review Alternatives and Analysis of Impacts and Give Written and Verbal Comments

Since Last Meeting . . .

- Off-corridor alignments required further study and screening review as avoidance alternatives for Section 4(f) (historic) properties (Alternatives E and F)
- Pre-legal sufficiency review as required by NEPA regulations for EIS documents
- Preparation and distribution of Draft EIS
- Publication of Notice of Availability of the Draft EIS in the Federal Register

Public Involvement Summary

- Meeting #1: December 2003
 - Attendance: over 34
 - Written Comments: 5
 - Improvements long overdue
 - Widen to the south
 - Widen to at least 5 lanes
 - Signal at Alison Way
 - Plan should include bicycle lanes, parkstrips, and sidewalks
- Meeting #2: March 2004
 - Attendance: over 60
 - Written Comments: 32
 - Need for improvements clear
 - No clear consensus on Alternatives
 - Alternatives E and F disfavored; Alternative C somewhat favored
 - Additional comments on right-of-way acquisition, signal lights, and environmental factors
- Meeting #3: July 2004
 - Attendance: over 88
 - Written Comments: 34
 - Eliminate off-corridor alignments
 - Majority preferred Alternative C
 - Majority preferred 14-ft median/ left turn lane, 12-ft travel lanes, 12-ft shoulders, 4-to 6-ft sidewalks with 3-to 5-ft parkstrips, and painted medians
- Meeting #4: November 2004
 - Attendance: 112
 - Written Comments: 33
 - Majority preferred Alternative C
 - Concerned about signals and school crossing safety
 - Bury utility lines
 - Replace water/sewer lines
 - Visual appearance
 - Timing of construction

Purpose and Need

■ Purposes

- Accommodate current and future regional east-west travel demand
- Provide transportation facility consistent with current standards and improve safety
- Consistent with state and regional plans
- Consistent with local plans
- Enhance opportunities to incorporate multi-modal facilities
- Improve safety features

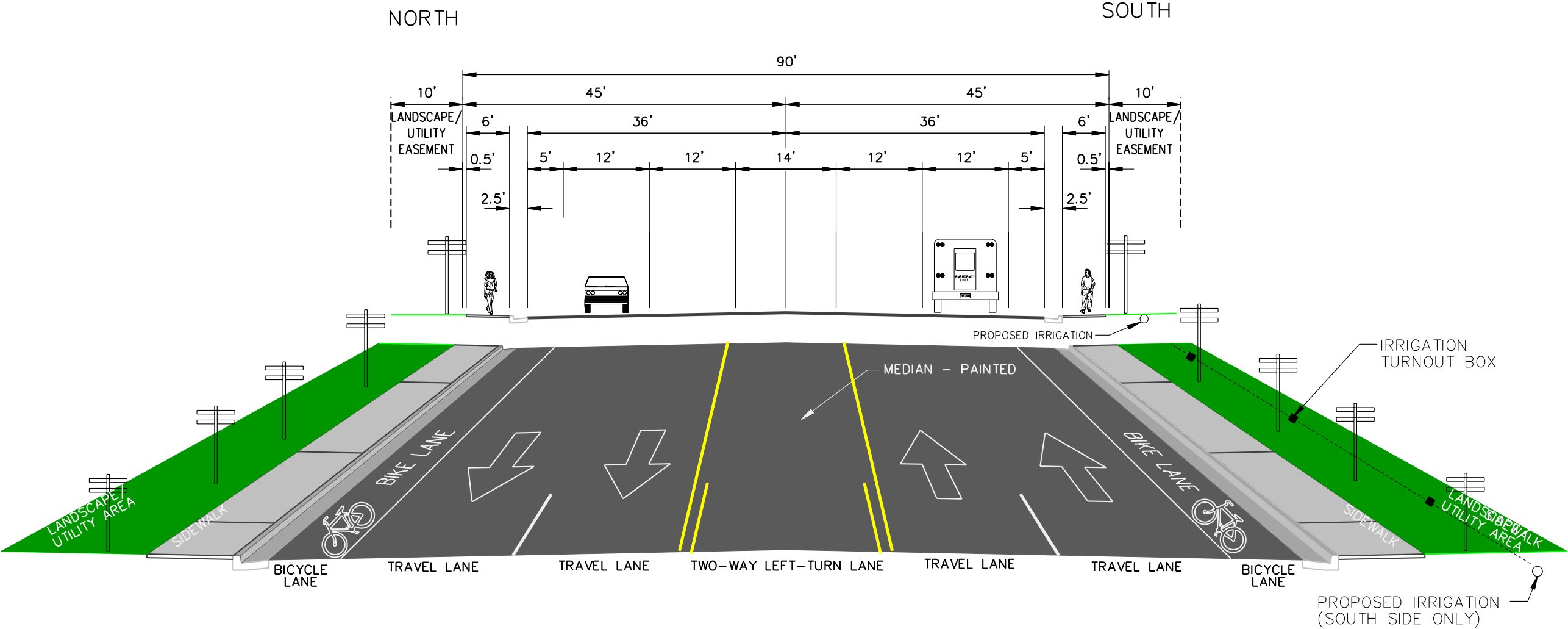
■ Needs

- System linkage with employment, shopping, and recreational areas
- Reduce traffic congestion, delays, and accident rates by increasing capacity and improving safety
- Regional growth outpacing system capacity
- Improve multi-modal opportunities with transit, bicycle, and pedestrian facilities

Summary of Alternatives

Alternative		Recommended for Removal from Further Study			Recommended for Further Evaluation in EIS
		Environmental Impacts Screening	Purpose and Need Screening	Section 4(f) Screening	
No-action					✓
TSM Alternative			✓		
Transit			✓		
On Corridor	Three-Lane		✓		
	Five-Lane (110-ft Cross-Section)	A	✓		
		B		✓	
		C			✓
		D			✓
		E	✓		
		F	✓	✓	
	Five-Lane (90-ft Cross-Section)	G	✓		
		H	✓		
		I	✓		
	Seven-Lane		✓		
Improving Adjacent Parallel Roads			✓		

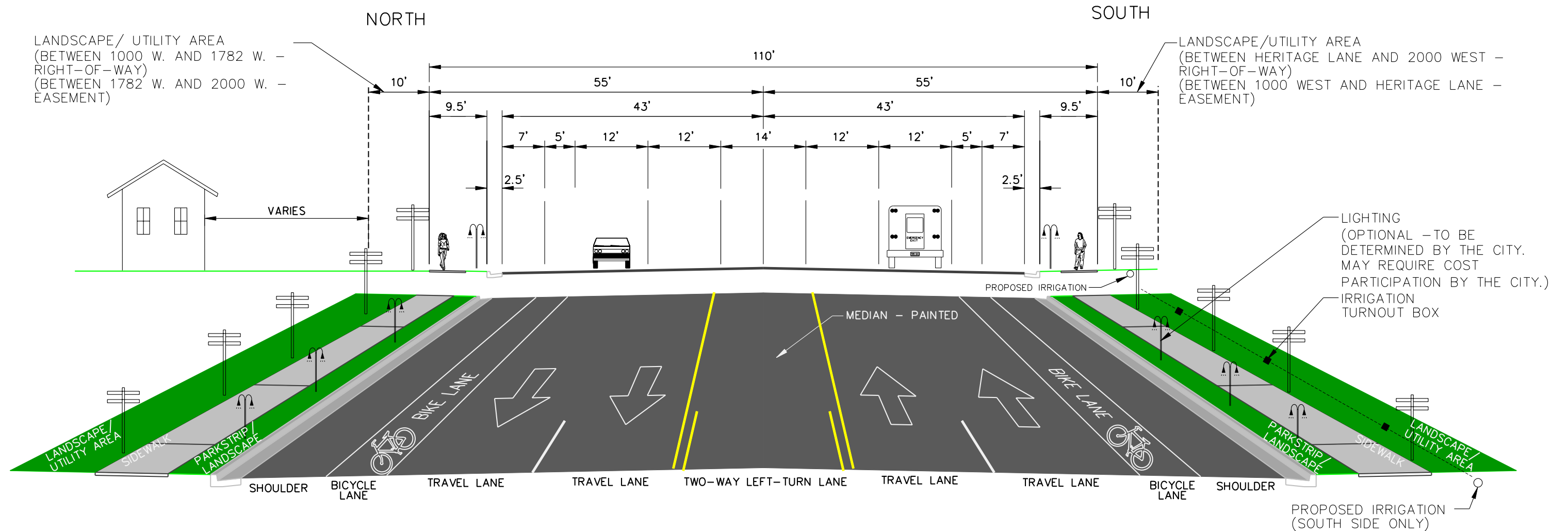
ALTERNATIVES G, H, I
SYRACUSE ROAD 90-FT TYPICAL SECTION
DESIGN SPEED 45 mph



ALTERNATIVE C

SYRACUSE ROAD 110-FT TYPICAL SECTION

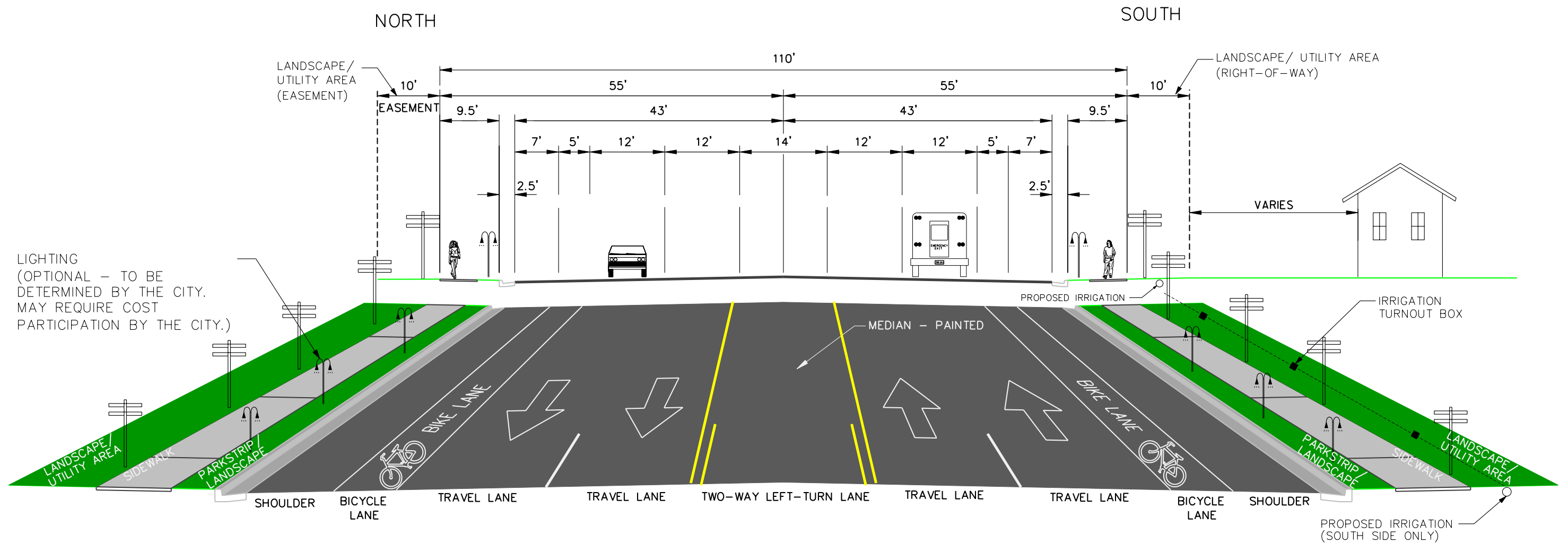
DESIGN SPEED 45 mph




ALTERNATIVE D

SYRACUSE ROAD 110-FT TYPICAL SECTION

DESIGN SPEED 45 mph





LEGEND:

RIGHT-OF-WAY LINE

LANDSCAPE / UTILITY AREA OR EASEMENT

LOCALLY IMPORTANT HISTORIC STRUCTURE

SECTION 4(f) PROPERTY BOUNDARY

SECTION 4(f) HISTORIC STRUCTURE

ALTERNATIVE A - CENTERLINE

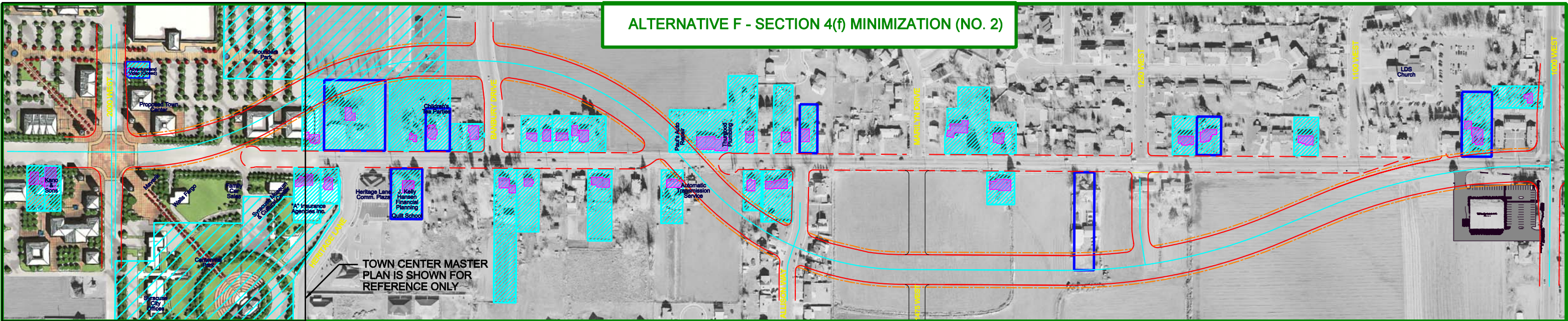
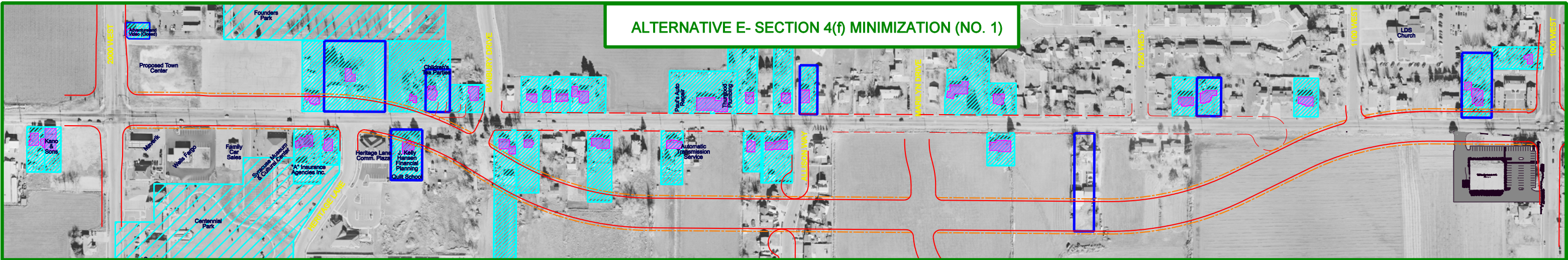
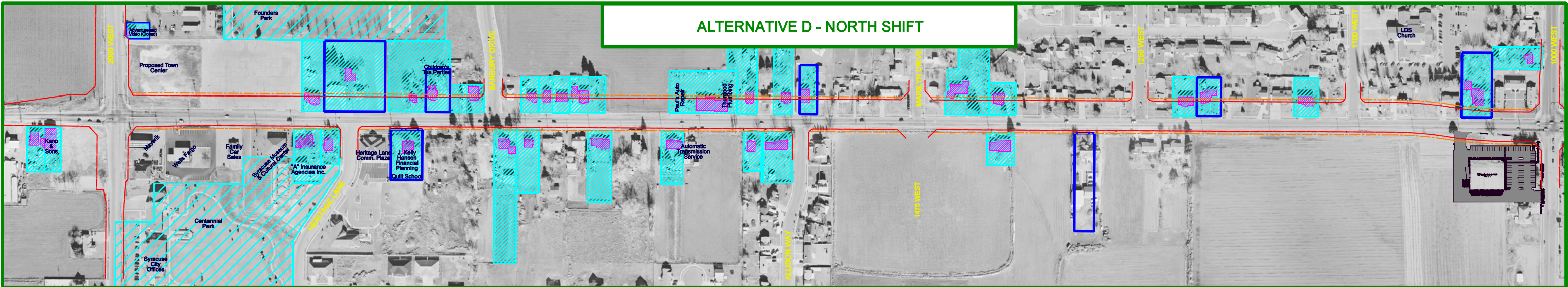
This map shows the centerline alternative for a proposed road. The right-of-way line is a solid red line. The landscape/utility area or easement is a dashed orange line. The locally important historic structure is a solid blue line. The section 4(f) property boundary is a solid cyan line. The section 4(f) historic structure is a solid magenta line. The map includes labels for various locations: Proposed Town Center, Fronda Park, Heritage Lane Comm. Plaza, Centronia Park, Synagogue, Family Car Sales, Walle Fargo, Allison Way, Heritage Lane, and LDS Church. The map also shows the locations of various historic structures, including the Synagogue, Family Car Sales, Walle Fargo, Allison Way, Heritage Lane, and LDS Church.

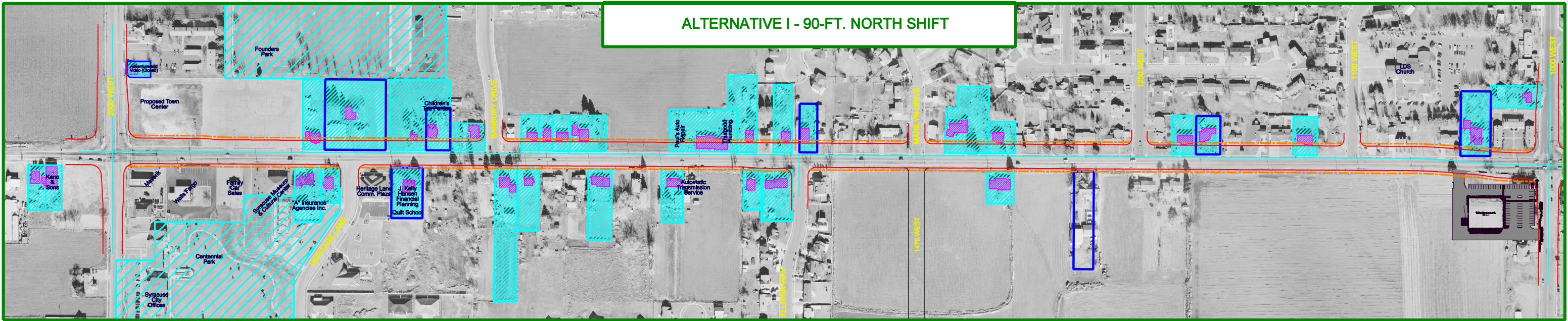
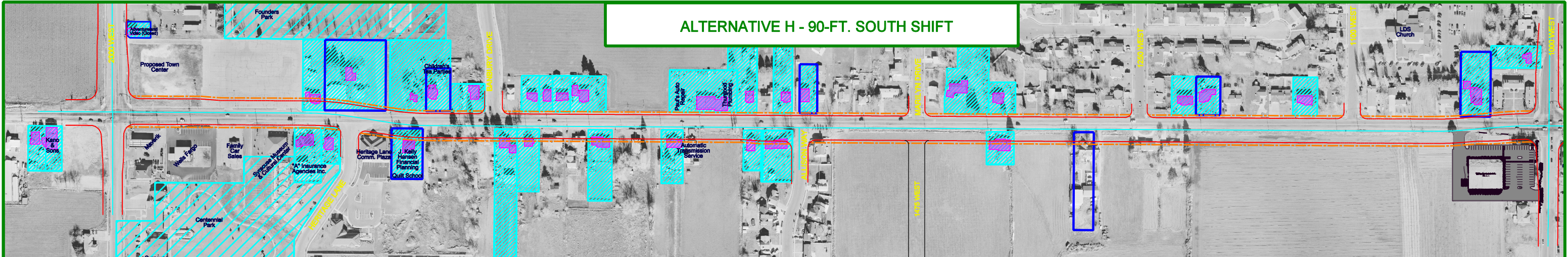
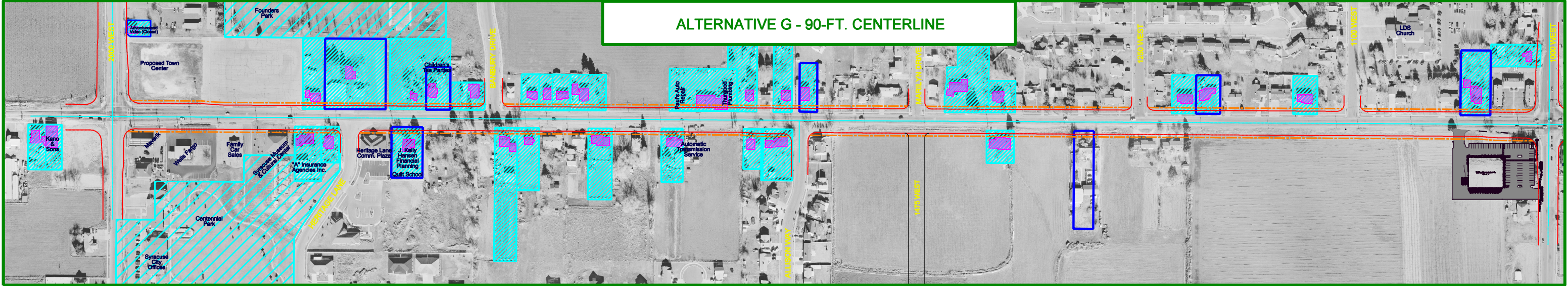
ALTERNATIVE B - SOUTH SHIFT (NO. 1)

This map shows the south shift (No. 1) alternative for a proposed road. The right-of-way line is a solid red line. The landscape/utility area or easement is a dashed orange line. The locally important historic structure is a solid blue line. The section 4(f) property boundary is a solid cyan line. The section 4(f) historic structure is a solid magenta line. The map includes labels for various locations: Proposed Town Center, Fronda Park, Heritage Lane Comm. Plaza, Centronia Park, Synagogue, Family Car Sales, Walle Fargo, Allison Way, Heritage Lane, and LDS Church. The map also shows the locations of various historic structures, including the Synagogue, Family Car Sales, Walle Fargo, Allison Way, Heritage Lane, and LDS Church.

ALTERNATIVE C - SOUTH SHIFT (NO. 2)

This map shows the south shift (No. 2) alternative for a proposed road. The right-of-way line is a solid red line. The landscape/utility area or easement is a dashed orange line. The locally important historic structure is a solid blue line. The section 4(f) property boundary is a solid cyan line. The section 4(f) historic structure is a solid magenta line. The map includes labels for various locations: Proposed Town Center, Fronda Park, Heritage Lane Comm. Plaza, Centronia Park, Synagogue, Family Car Sales, Walle Fargo, Allison Way, Heritage Lane, and LDS Church. The map also shows the locations of various historic structures, including the Synagogue, Family Car Sales, Walle Fargo, Allison Way, Heritage Lane, and LDS Church.

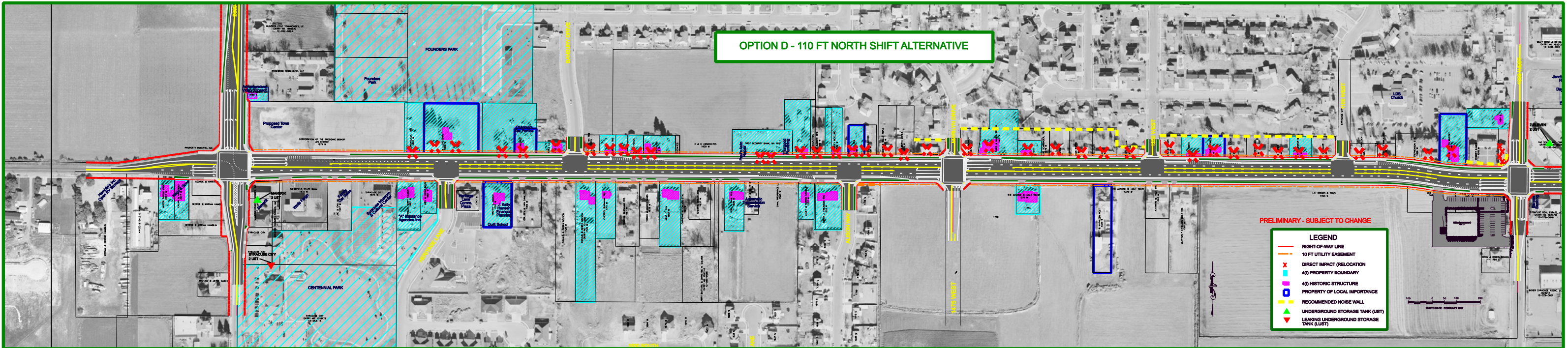
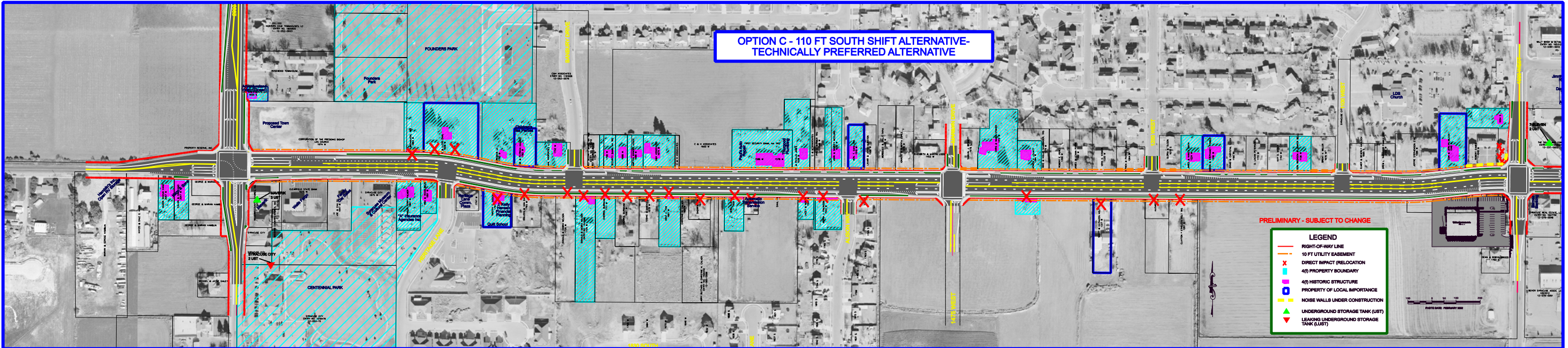




Alternatives Carried Through EIS

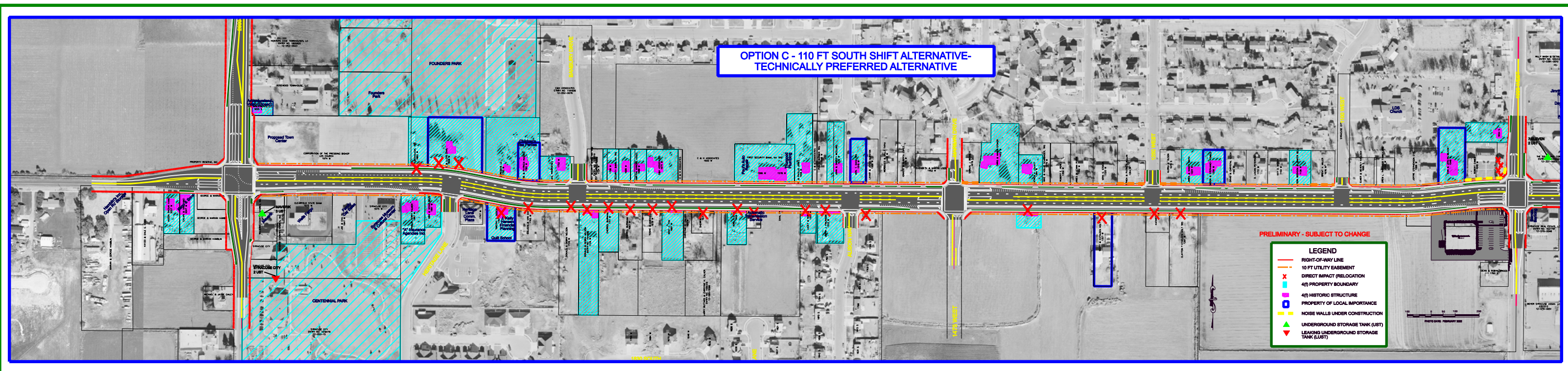
- No Action Alternative
 - Satisfies NEPA's "No-action" requirement
 - Can be used as a baseline to compare impacts of build alternatives
- Five Lane Alternative C (Widen to the South with 110-ft cross section)
 - Widens both north and south at 1000 West intersection
 - Widens to the south between 1050 W and 1750 W
 - Widens to the north between 1750 W and 2000 W
- Five Lane Alternative D (Widen to the North with 110-ft cross section)
 - Widens both north and south at 1000 West intersection
 - Widens to the north between 1050 W and 2000 W

ALTERNATIVES CARRIED THROUGH THE EIS



Identification of Preferred Alternative

- Alternative C is recommended as the Preferred Alternative because it appears to be the least impacting, most beneficial alternative to meet the purpose and need of the project
- Final selection of Preferred Alternative will be made after input from the Public Hearing has been evaluated



Key Summary of Environmental Impacts

****These are only some of the impacts. Please take a handout for a summary of all impacts.****

Alternative	Total Number of Potential Relocations ¹	Number of Structures Impacted by Noise	Section 4(f) ² – Historic	
			Number of Properties with Adverse Impacts (Removal/relocation)	Number Properties With Right-of-Way Required
No-action Alternative	0	75	0	0
Option C – Widen to the South (five-lane, 110-ft)	25	52	10	4
Option D – Widen to the north (five-lane, 110-ft)	44	46	19	2

1 Potential relocations are those that have the proposed ROW within 15 feet of the living area of the building area (excluding porch area and garages). Final determinations about relocations will be determined during ROW acquisition.

2 4(f) properties include parks and historic structures (45 years old or more). These properties are protected under federal law and special consideration must be given to them.

Section 4(f) Evaluation

What does Section 4(f) stand for?

- Federal regulations require special effort to preserve the natural beauty of public park and recreation lands, wildlife and waterfowl refuges, and historic sites
- Impacts to Section 4(f) properties are allowed only if:
 - There is no prudent and feasible alternative to its use and
 - The project includes all possible planning to minimize harm to the Section 4(f) property resulting from the project.
 - An “historic house” is eligible for Section 4(f) protection if it:
 - Is at least 45 years old
 - Has historic integrity and value
 - Has had no major alterations to it (siding, roofing, windows, additions, etc.)

Noise

- Noise Impact
 - 65 dBA or more for residences, schools, churches
 - 70 dBA or more for businesses
 - OR 10 dBA or more above the existing noise level
- Noise Mitigation (Walls)
 - 5 dBA Noise Reduction must be achieved for the majority of front-row (adjacent) receivers
 - Maximum cost for residential receivers is \$25,000 per benefited receiver (receiver with a 5dBA noise reduction)
 - Balloting must be completed for all noise walls under consideration
 - Noise abatement will be considered if:
 - 75% of the impacted front-row (adjacent) receivers, AND
 - 67% of all impacted residents/landowners who receive a 5dBA noise reduction are in favor of abatement

Right-of-Way Acquisition

- Appraisal - When UDOT approves the purchase of land for highway purposes, the property owner will be contacted by an appraiser who will make a valuation of their property.
- Acquisition - Once the appraisal report is complete, an Acquisition Agent will make an offer to purchase the property at the appraised value.
- Just Compensation – A property owner should not be better or worse off after a right-of-way acquisition than before.
- Advance Acquisition – In limited cases, UDOT may acquire property before construction of a project has been approved. The property owner must request advance acquisition in writing and must demonstrate a hardship for this to apply.
- Payment – After signing and approval of the right-of-way agreement, your payment should come within 30 days.

Relocation Assistance

Residential

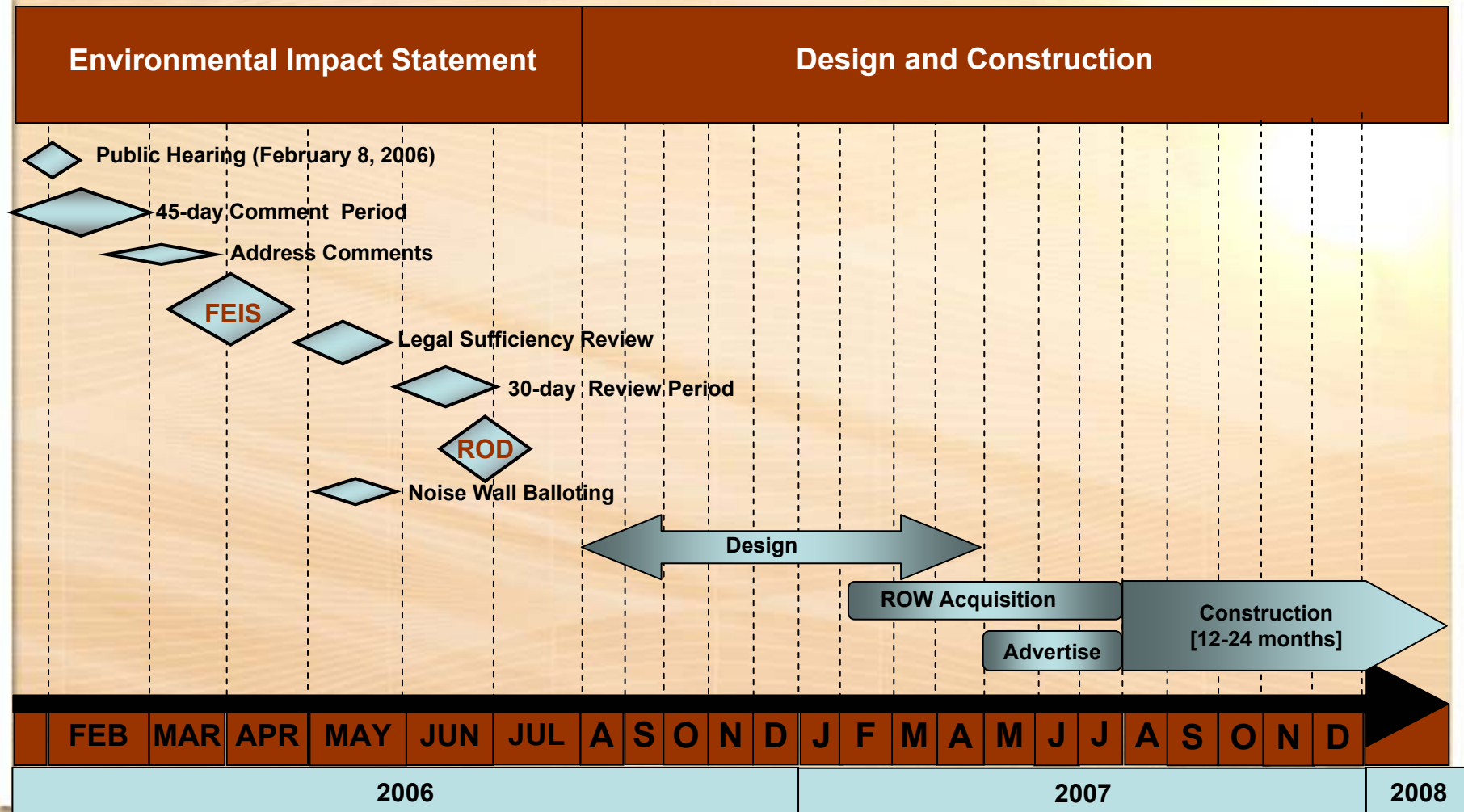
- Relocation Agent – If you are displaced by a UDOT transportation project, a relocation counselor will contact you and provide you with the needed information on moving and available relocation assistance.
- Moving Assistance – If you are a qualified displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving
- Supplemental Payment – If you are an owner and have occupied your home for 180 days or more immediately prior to the project, you may be eligible for a supplemental payment (in addition to the fair market value of your property) for costs necessary to purchase a comparable replacement dwelling.
- Rental Assistance Payment – Owner-occupants and tenants of 90 day or more may be eligible for a rental assistance payment
- Down payment – Owner-occupants of 90 to 179 days and tenants of 90 days or more may be eligible for a down payment and incidental expenses.

Relocation Assistance

Businesses, Farms, and Non-Profit Organizations

- **Relocation Agent** – If you are displaced by a UDOT transportation project, a relocation counselor will contact you and provide you with the needed information on moving and available relocation assistance.
- **Moving Assistance** – If you are a qualified displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving.
- **Direct Losses of Tangible Personal Property** – Displaced businesses, farms, and non-profit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation.
- **Searching Expenses for Replacement Property** – Displaced businesses, farms and non-profit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed \$1,000.
- **Reestablishment Expenses** – A small business, farm, or non-profit organization may be eligible for a payment, not to exceed \$10,000, for expenses actually incurred in relocating and reestablishing the enterprise and a replacement site.

What Happens Next?



Syracuse Road Public Hearing

PLEASE SIGN IN
HERE

Syracuse Road

Public Hearing

Please Submit Comments
HERE

- Comments may also be mailed to the address listed on the back of the form
- All comments must be postmarked by midnight, February 27, 2006, to be included in the official transcript of the public hearing proceedings